



OLR RESEARCH REPORT

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HIGH ACCIDENT LOCATIONS ON I-95

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You asked us to identify the most dangerous locations on I-95, particularly with respect to accidents that produce injuries or fatalities.

SUMMARY

While identifying specific locations along I-95 as more dangerous than others is somewhat subjective, we have used an accident database the Department of Transportation (DOT) maintains for identifying state highway locations that are candidates for accident reduction strategies to assist in this response. We used accident index data from this and a related report to show relative accident experience for 161 locations along I-95 for the three years from 1995 through 1997, the most recent period for which the data has been compiled. This information relates the total accident and injury and fatality accident experience of these locations to locations elsewhere on the state highway system.

Based on this information, we identified seven locations-two in Darien and one each in Stamford, Bridgeport, Norwalk, West Haven, and New Haven-that exhibited both total accident and injury or fatality producing accident experience during this period which put them among the top 10 on I-95. The index for the I-91/RT 34 interchange in New Haven ranked sixth for total accidents and eleventh for injury/fatality accidents. Three locations-one in Stratford, between Barnum and Bridgeport avenues, and two in the Stonington-North Stonington area at the RT 2 and RT 49 interchanges ranked in the top 10 for injury/fatality accidents, although they ranked much lower for total accidents.

Considering the highway as a whole, the highest hazard areas of I-95 according to this analysis would appear to be the sections from Exit 8 in Stamford to the Noroton Avenue interchange in Darien; from just after the RT 136 interchange in Darien to the East Avenue interchange in Norwalk; from just after the RT 33 interchange to the Sherwood Island Connector in Westport; the RT 8 interchange in Bridgeport; from the

Campbell Avenue interchange in West Haven to Exit 49 in New Haven; the section between the Branford Connector and Cedar Street and the Leetes Island Road interchange in Branford; the section between Exits 84 and 85 in New London; the RT 2 interchange in Stonington; and the section between this and the RT 49 interchange in North Stonington.

IDENTIFYING HIGH ACCIDENT LOCATIONS

Determining what locations on I-95 could be considered the most "dangerous" requires some subjectivity. Although the total number of accidents that occur at a particular place can be an indicator of how dangerous it is, these totals are directly affected by the volume of traffic using the location and other factors. Thus, it is possible that two similar locations, such as two interchanges, might experience the same number of accidents over a particular period, but one is really more dangerous than the other because the exposure factors such as traffic volume are quite different for the two.

Therefore, we did not base this analysis on only a count of the total accidents that occur at various locations along I-95. Instead, we took accident information from a DOT database known as the Traffic Accident Surveillance Report (TASR). DOT compiles this accident information for the purpose of identifying state highway locations that provide the greatest potential for accident reduction. The list is called the Suggested List of Surveillance Study sites or SLOSS.

The TASR consists of a database into which DOT puts accident frequency and location information, traffic volume, facility classification and related data for thousands of locations on state highways. The TASR is updated annually and contains data for a three-year period for statistical validity. Thus, it essentially provides a rolling three-year "snapshot" of where accidents occur.

The most recent TASR information is the basis for this report. This is for the three years from 1995 through 1997. DOT will be including 1998 accident data in the next TASR update, but because of the time required for this process, it cannot be expected for some time. Therefore, this analysis covers I-95 locations for the 1995-97 period.

To address the question of injury and fatality producing accidents, we asked DOT for additional information it compiles in another database called the Injury and Fatality Traffic Accident Surveillance Report. This provides information in the same format as the TASR, but it does not

separate fatality from injury producing accidents, nor can it distinguish by injury severity. Even with this limitation, these two databases provided adequate information to respond to your question.

EVALUATION METHODOLOGY

The TASR contains location identification, classification, accident frequency, traffic volume, vehicle miles, and other information for 161 locations along the entire length of I-95 for the 1995-1997 period. (Similar information is compiled for all other state highways as well.) DOT determines an average accident rate for various roadway types according to formulas that account for factors such as road section length, vehicle and mileage volumes, the overall time period, and the total number of similar type locations throughout the state highway system. By determining an average accident rate for each road type, comparisons can be made more easily between dissimilar facilities.

DOT then develops the "critical accident rate" for each location as the minimum criterion for determining what locations should be included on the SLOSS. The critical accident rate is a function of time, section length, traffic volume, and the system average accident rate for the category of highway being tested for accident abnormality. Locations where actual accident rates exceed critical accident rates are considered SLOSS sites.

In making this determination, DOT calculates the ratio of a location's actual accident rate and its critical accident rate. Any location that has 15 or more accidents and where the actual accident rate exceeds the critical rate is eligible for inclusion on SLOSS. Locations are rank-ordered by the size of the ratio. In effect, this means that locations for which this ratio is 1.0 or less are experiencing relatively normal or below normal accident experience while locations with ratios above 1.0 have abnormal accident experience over the study period. The more the ratio exceeds the 1.0 index number, in effect, the more abnormal the location's accident history compared to similar locations throughout the state highway system.

We used this index as the basis for presenting the accident information you requested for I-95. The locations identified in the tables and charts in this report are differentiated according to this index ratio and not by the number of accidents. The total number of accidents does affect a location's critical accident rate, but not to the exclusion of other factors.

HIGH HAZARD LOCATIONS ON I-95

Based on this analysis, the 10 locations on I-95 with the highest ratios for total accidents and thus, apparently the most abnormally high accident experience for the 1995-1997 period were, in descending order:

1. Darien-Between the RT 136 and U.S. 1 interchanges (2.97)
2. Darien-Between the Brookside Drive and Noroton Avenue interchanges (2.04)
3. New Haven-Between Exits 48 and 49 (2.01)
4. Norwalk-At the East Avenue interchange (1.99)
5. West Haven-Between the RT 122 and the RT 10/SR 745 (Boulevard) interchanges (1.84)
6. New Haven-At the I-91/RT 34 interchange (1.72)
7. Bridgeport-At the RT 8 interchange (1.68)
8. Branford-Between the SR 794 (Branford Connector) and SR 740 (Cedar Street) interchanges (1.67)
9. Fairfield-Between the U.S. 1 and U.S. 1/SR732 interchanges (1.52)
10. Stamford-At Exit 8 interchange (1.47)

With respect to accidents that produced injuries or fatalities the 10 I-95 locations with the highest index ratios for 1995-1997, and thus the most abnormally high accident experience were, in descending order:

1. Norwalk-At the East Avenue interchange (1.89)
2. West Haven-Between the RT 122 and RT 10/SR 745 (Boulevard) interchanges (1.82)
3. Stamford-At the Exit 8 interchange (1.69)
4. Bridgeport-At the RT 8 interchange (1.62)
5. Stonington-At the RT 2/SR 617 interchange (Exit 92) (1.59)
6. New Haven-Between Exits 48 and 49 (1.58)

7. Darien-Between the Brookside Drive and Noroton avenue interchanges (1.41)
8. North Stonington-Between the RT 2 and RT 49 interchanges (1.41)
9. Stratford-Between the U.S. 1 (Barnum Avenue) and U.S. 1 (Bridgeport Avenue) interchanges (1.40)
10. Darien-Between the RT 136 and U.S. 1 interchanges.

Seven locations appear on both of the lists, although in different rankings. Of particular note is the fact that two adjacent locations, the RT 2/SR 617 interchange in Stonington and the road segment between that exit and the adjacent exit for RT 49 in North Stonington have an injury accident index that is significantly above their total accident index. This implies that the accidents occurring at these locations are producing injuries or fatalities in a greater proportion than for typically similar locations on the rest of the state highway system. Exit 8 in Stamford is a similar location with an injury/fatality index of 1.69 and a total accident index of 1.47. Another Stamford location, at the U.S. 1 (Main Street) interchange has an injury/fatality accident index of 1.37 and a total accident index of 1.22. The Exit 6 interchange area in Stamford also produced a higher injury/fatality accident index than total accident index, but both are below the threshold level of 1.0 that is indicative of abnormal experience relative to similar locations on the state highway system.

When the data for all of I-95 are examined as a whole, several areas emerge that could be considered as the most dangerous. One such area begins at Exit 8 in Stamford and runs to the Noroton Avenue interchange in Darien. Four of the five locations in this stretch have injury/fatality and total accident ratios that exceed the 1.0 index level indicative of abnormal experience relative to similar locations elsewhere on the highway system. The location that does not exceed this level is the Brookside Drive interchange.

A second stretch that exhibits an abnormally high accident experience begins in the area after the RT 136 interchange in Darien and runs approximately to the East Avenue interchange in Norwalk. All six of the locations in this segment have both injury/fatality and total accident ratios above the 1.0 level. The section in Westport running from just after the RT 33 interchange to the Sherwood Island Connector also exhibits accident ratios above 1.0.

As noted previously, the RT 8 interchange in Bridgeport shows indexes in both areas well above 1.5. With the exception of two locations in Stratford, the next section with abnormal accident experience does not occur until the Campbell Avenue interchange in West Haven. High accident ratios are evident for most of the New Haven area from just after the RT 122 interchange to Exit 49.

Except for spikes for two locations in Branford, injury/fatality accident ratios for most locations stay fairly well below the 1.0 index level until the western end of I-95. A spike occurs for the location between Exits 84 and 85 in New London and again for the RT 2 interchange in Stonington and the section from the RT 2 interchange to the RT 49 interchange in North Stonington.

Appendix 1 of this report displays the accident index information graphically in four sections for the areas from Greenwich through Fairfield, Bridgeport through East Haven, Branford through Old Saybrook, and Old Lyme through North Stonington. Locations with accident ratios above the 1.0 level are identified individually.

Appendix 2 presents the TASR and Injury and Fatal Traffic Accident Surveillance Report data in tabular form with all locations identified.

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APPENDIX 1

I-95 Accidents by Location

The four charts that follow show the accident index for all 161 locations along I-95 for which data is maintained in the DOT Traffic Accident Surveillance Report. The index is for accidents occurring from 1995 through 1997.

Two data points are shown for each location. The graph lines and data points shown in BLUE are for all accidents. The graph lines and data points shown in RED are for accidents producing injuries or fatalities.

The individual locations are identified as either interchanges or segments of highway between interchanges. Interchange data points are shown in outline.



Road segments between interchanges are shown as solid shapes.



The first chart shows I-95 from Greenwich through Fairfield.

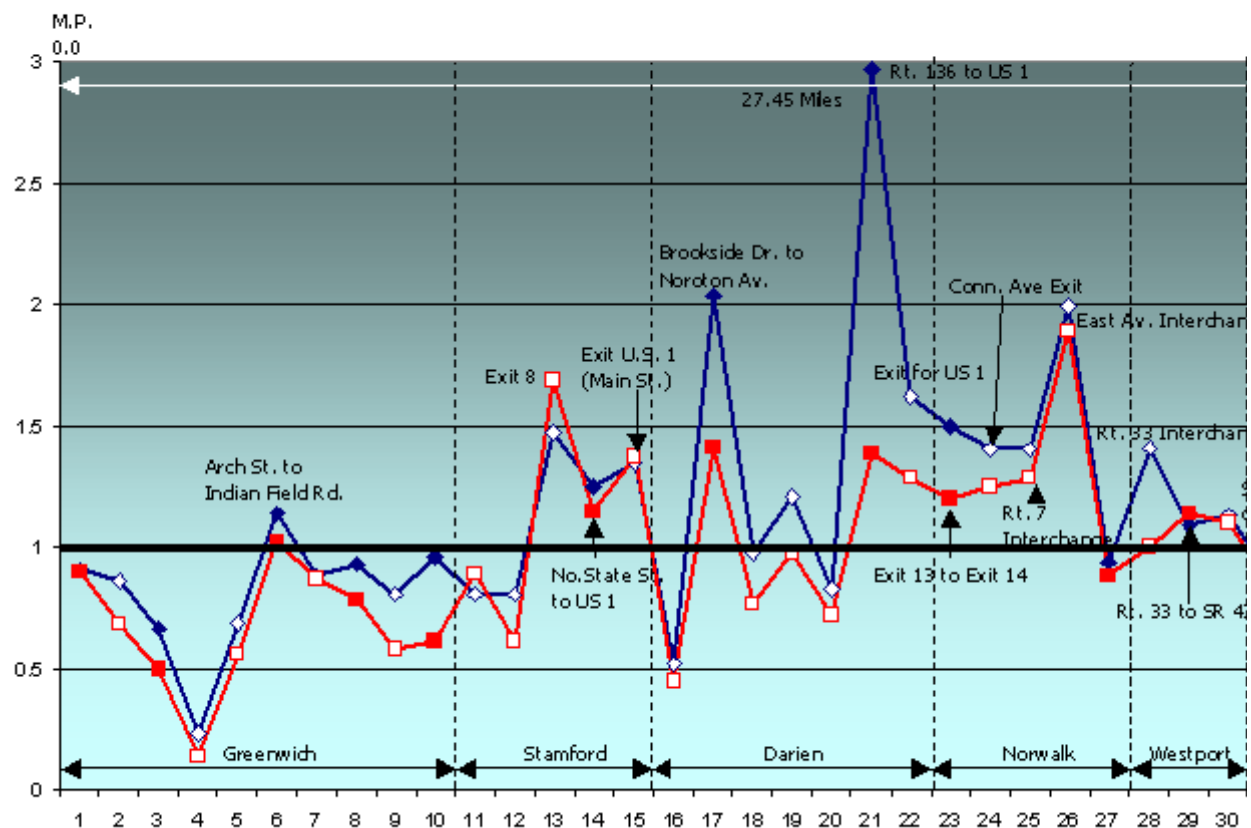
The second chart shows I-95 from Bridgeport through East Haven.

The third chart shows I-95 from Branford through Old Saybrook.

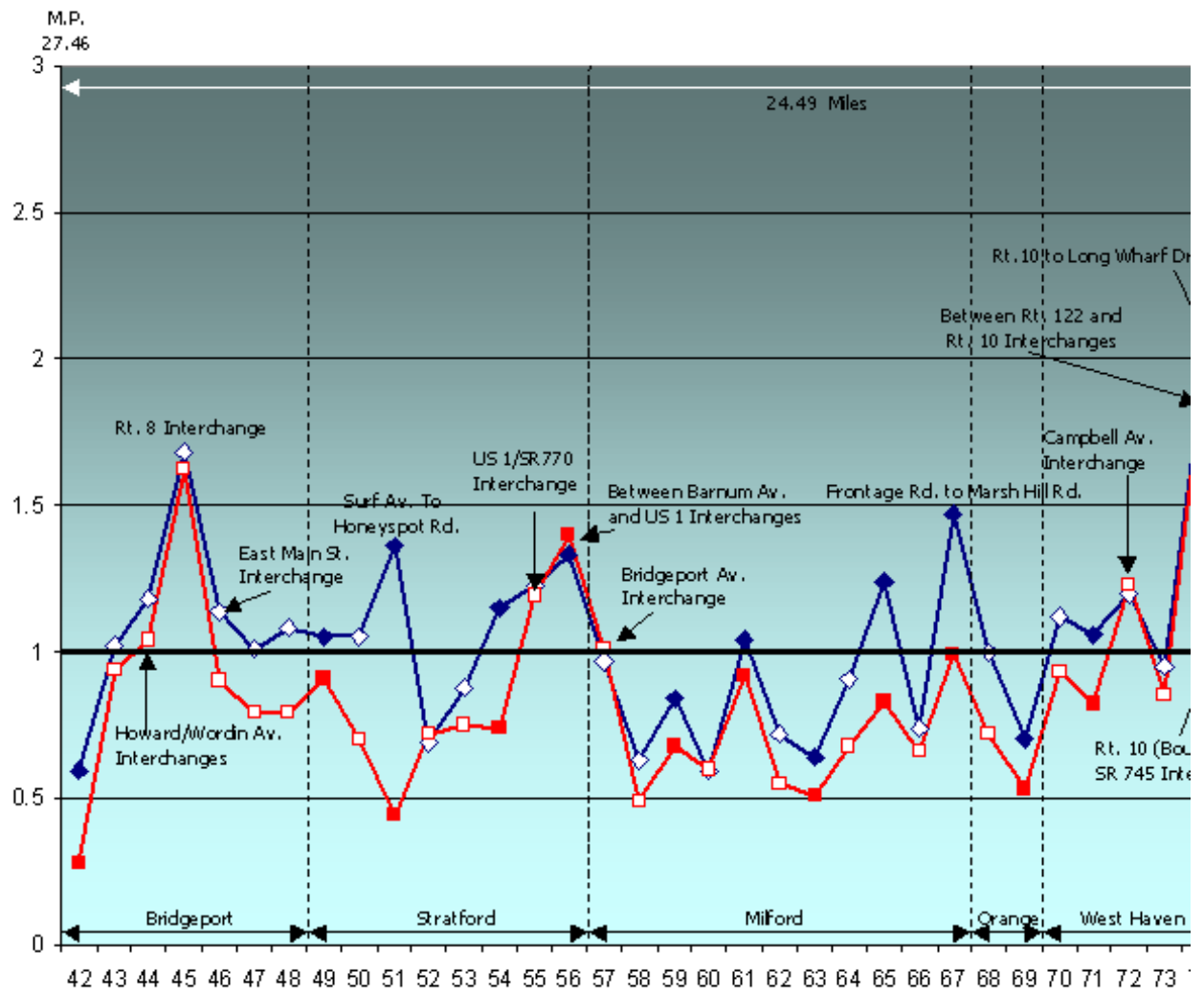
The fourth chart shows I-95 from Old Lyme through North Stonington.

Any locations for which the accident index is above the 1.0 level (indicated by the heavy black line) had accident experience that would be considered abnormally high for like locations on the state highway system.

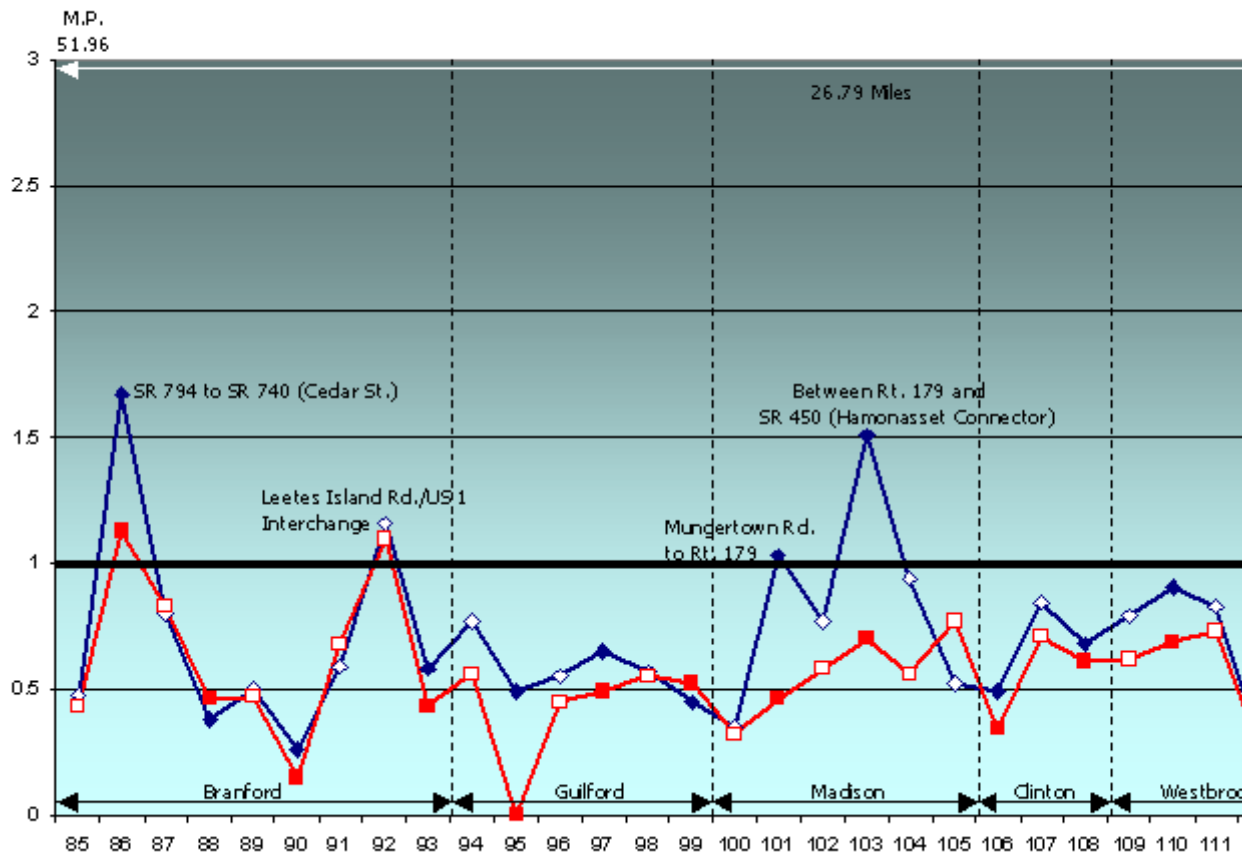
Greenwich Through Fairfield

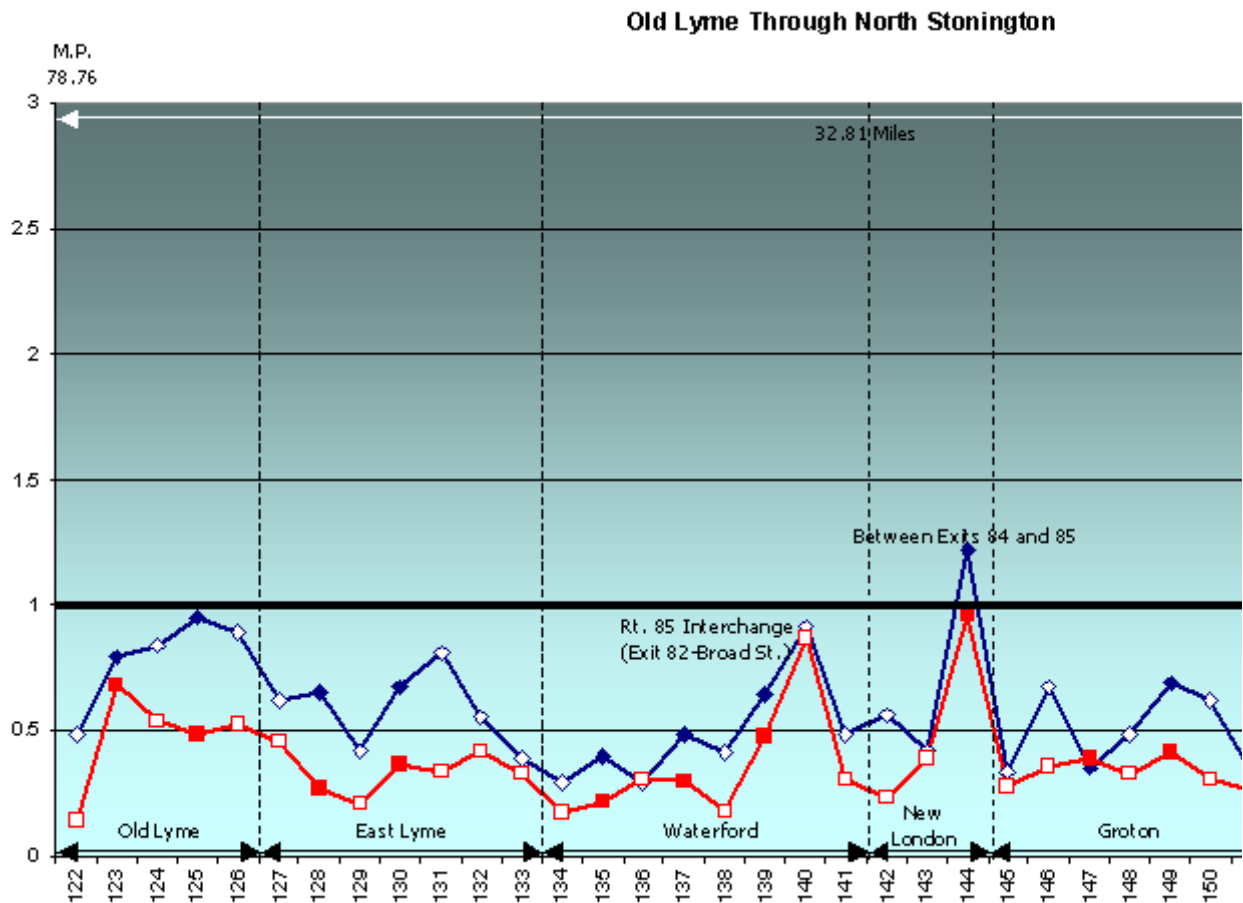


Bridgeport Through East Haven



Branford Through Old Saybrook





APPENDIX 2

Accident and Index Data Table for I-95

The information in the table identifies all 161 locations in the DOT Traffic Accident Surveillance Report and provides the total number of accidents and injury or fatality producing accidents at each location for the 1995-1997 period. Each location's accident index is shown next to the number of accidents.

Each location's identification number (first column) corresponds to a number on the bottom of one of the four charts in Appendix 1. For example, location #6 identifies the road section from the Arch Street interchange to the Indian Field Road interchange in Greenwich. Location #13 is the Exit 8 interchange in Stamford. These would be found on the first chart above the numbers 6 and 13 respectively.

DATA TABLE FOR I-95 ACCIDENTS 1995-1997

Location	
Milepoints	
All Accidents	
Injury/Fatal Accidents	
Number	
From	
To	
Section Description	
Number	
Index	
Number	
Index	
Greenwich	
	1
0	
0.37	
Bet New York S.L. & Exit 2 Int.	
	45
	0.91
	15
	0.9
	2
0.38	
1.19	

At Exit 2 Interchange	
	213
	0.86
	52
	0.68
	3
1.2	
1.81	
Bet Exit 2 & Field Pt. Rd. Ints.	
	53
	0.67
	13
	0.5
	4
1.82	
2.21	
At Field Point Rd. Interchange	
	32
	0.23
	6
	0.14
	5
2.22	
2.87	

At Arch St. Interchange	
	146
	0.69
	37
	0.56
	6
2.88	
3.4	
Bet Arch St. & Indian Field Rd. Ints.	
	84
	1.14
	24
	1.02
	7
3.41	
4.05	
At Indian Field Rd. Interchange	
	201
	0.88
	62
	0.87
	8
4.06	
5.2	

Bet Indian Field Rd. & U.S. 1 Ints	
	139
	0.93
	36
	0.78
	9
5.21	
5.9	
At U.S. 1 Interchange	
	201
	0.81
	44
	0.58
	10
5.91	
6.19	
Bet U.S. 1 & Harvard Ave. Ints	
	43
	0.96
	9
	0.61
Stamford	
	11
6.2	

6.95	
At Exit 6 Interchange	
	221
	0.81
	75
	0.89
	12
6.96	
7.41	
At Exit 7 Interchange	
	142
	0.81
	34
	0.61
	13
7.42	
8.59	
At Exit 8 Interchange	
	536
	1.47
	189
	1.69
	14
8.6	

8.92

Bet No. State St. & U.S. 1 Ints.

66

1.25

20

1.15

15

8.93

9.66

At U.S. 1 (Main St.) Interchange

372

1.35

117

1.37

Darien

16

9.67

9.97

At Brookside Dr. Interchange

67

0.52

19

0.45

17

9.98	
10.37	
Bet Brookside Dr. & Noroton Av. Ints	
	129
	2.04
	29
	1.41
	18
10.38	
11.27	
At Noroton Av. Interchange	
	328
	0.98
	79
	0.77
	19
11.28	
11.94	
At U.S. 1(Boston Post Rd.) Int.	
	307
	1.21
	77
	0.98
	20

11.95

12.28

At RT 136(Tokeneke Rd.) Int.

114

0.83

32

0.72

21

12.29

12.79

Bet RT 136 & U.S. 1 Interchanges

221

2.97

33

1.39

22

12.8

13.34

At U.S. 1 Interchange

327

1.62

82

1.29

Norwalk

	23
13.35	
14.49	
Bet Exit 13 & Exit 14 Interchanges	
	221
	1.5
	54
	1.2
	24
14.5	
14.98	
At U.S. 1(Conn. Av.) Interchange	
	262
	1.4
	74
	1.25
	25
14.99	
15.97	
At RT 7 Interchange	
	482
	1.4
	136
	1.29

	26
15.98	
16.55	
At East Av. Interchange	
	393
	1.99
	118
	1.89
	27
16.56	
17.77	
Bet East Av. & RT 33 Interchanges	
	139
	0.94
	40
	0.88
Westport	
	28
17.78	
18.26	
At RT 33 Interchange	
	230
	1.41
	52

	1
	29
18.27	
20	
Bet RT 33 & SR 476 Interchanges	
	217
	1.09
	69
	1.14
	30
20.01	
20.7	
At SR 476(Sherwood Isl. Conn.) Int.	
	250
	1.13
	76
	1.1
Fairfield	
	31
20.71	
22.54	
Bet SR 476 & U.S. 1 Interchanges	
	183
	0.88

	53
	0.85
	32
22.55	
23.56	
At U.S 1(Boston Post Rd.) Int.	
	215
	0.68
	63
	0.64
	33
23.57	
23.69	
Bet U.S. 1 & Bronson Rd. Ints.	
	8
	0.37
	4
	0.54
	34
23.7	
24.05	
At Bronson Rd. Interchange	
	88
	0.68

	17
	0.41
	35
24.06	
24.65	
At Mill Plain Rd. Interchange	
	119
	0.57
	24
	0.37
	36
24.66	
25.52	
At RT 135 & Round Hill Rd. Int.	
	265
	0.93
	61
	0.69
	37
25.53	
26.1	
At U.S. 1 Interchange	
	133
	0.66

	39
	0.62
	38
26.11	
26.28	
Bet U.S. 1 & U.S. 1/SR732 Ints.	
	44
	1.52
	9
	0.91
	39
26.29	
27.05	
At U.S. 1 & SR 732 Interchange	
	216
	0.88
	67
	0.88
	40
27.06	
27.25	
At Coolidge St. Interchange	
	53
	0.69

	17
	0.66
	41
27.26	
27.45	
At State St. Ext. Interchange	
	47
	0.64
	16
	0.64
Bridgeport	
	42
27.46	
27.67	
Bet State St. Ext. & SR 771 Ints.	
19	
	0.59
3	
0.28	
	43
27.68	
27.98	
At SR 771 (Fairfield Av.) Interchange	
117	

	1.02	
35		
0.94		
	44	
27.99		
28.66		
At Howard & Wordin Av. Interchange		
296		
	1.18	
81		
1.04		
	45	
28.67		
29.54		
At Rt 8 Interchange		
488		
	1.68	
146		
1.62		
	46	
29.55		
30.15		
At East Main St. Interchange		
259		

	1.14	
64		
0.9		
	47	
30.16		
30.72		
At SRs 769 & 770 Interchange		
199		
	1.01	
49		
0.79		
	48	
30.73		
31.09		
At RT 113 (Lordship Blvd.) Int.		
134		
	1.08	
32		
0.79		
Stratford		
	49	
31.1		
31.25		
Bet RT 113 & Surf Av. Interchanges		

23	
	1.05
7	
	0.91
	50
31.26	
31.66	
At Surf Av. Interchange	
134	
	1.05
29	
0.7	
	51
31.67	
31.79	
Bet Surf Av. & Honeyspot Rd. Ints.	
27	
	1.36
3	
0.44	
	52
31.8	
32.57	
At Honeyspot Rd. Interchange	

158	
	0.69
52	
0.72	
	53
32.58	
33.21	
At West Broad St. Interchange	
167	
	0.88
45	
0.75	
	54
33.22	
33.56	
Bet W. Broad St. & U.S. 1 Int.	
51	
	1.15
11	
0.74	
	55
33.57	
33.9	
At U.S. 1 & SR 770 Interchange	

128	
	1.22
41	
1.19	
	56
33.91	
35.13	
Bet U.S 1(Barnum Av.) & U.S. 1 Ints.	
163	
	1.33
53	
1.4	
Milford	
	57
35.14	
35.62	
At U.S. 1(Bridgeport Av.) Interchange	
135	
	0.97
45	
1.01	
	58
35.63	
36.16	

At School House Rd. Interchange		
99		
	0.63	
25		
0.49		
	59	
36.17		
36.34		
Bet School House & Plains Rds. Ints.		
21		
	0.84	
6		
0.68		
	60	
36.35		
37.01		
At Plains Rd. Interchange		
118		
	0.59	
37		
0.6		
	61	
37.02		
37.18		

Bet Plains Rd. & SR 796 Ints.

26

1.04

8

0.92

62

37.19

37.84

At High St. /SR796 (Mlilford Pky) Int.

149

0.72

36

0.55

63

37.85

38.77

Bet SR 796 & U.S. 1 Interchanges

74

0.64

18

0.51

64

38.78

39.48

At U.S. 1 (Boston Post Rd.) Int.	
208	
	0.91
49	
0.68	
	65
39.49	
39.69	
Bet U.S 1 & SR 708 Interchanges	
39	
	1.24
9	
0.83	
	66
39.7	
40.63	
At SR 708(Frontage Rd.) Interchange	
211	
	0.74
58	
0.66	
	67
40.64	
41.45	

Bet SR 708 & Marsh Hill Rd. Ints.

148

1.47

31

0.99

Orange

68

41.46

42.18

At Marsh Hill Rd. Interchange

228

1

51

0.72

69

42.19

43.4

Bet Marsh Hill Rd. & RT 162 Ints.

103

0.7

24

0.53

West Haven

70

43.41	
44.25	
At RT 162 (Saw Mill Rd.) Interchange	
314	
	1.12
81	
0.93	
	71
44.26	
44.54	
Bet Saw Mill Rd. & Campbell Av. Ints.	
46	
	1.06
12	
0.82	
	72
44.55	
44.89	
At Campbell Av. Interchange	
150	
	1.2
50	
1.23	
	73

44.9	
45.48	
At SR 745 & RT 122 (First Av.) Int.	
190	
	0.95
54	
0.85	
	74
45.49	
45.72	
Bet RT 122 & RT 10/SR745 Ints.	
69	
	1.84
23	
1.82	
New Haven	
	75
45.73	
46.32	
At SR745/Rt 10 (Boulevard) Int.	
309	
	1.35
89	
1.24	

	76	
46.33		
46.66		
Bet RT 10 & Long Wharf Dr. Ints.		
89		
	1.57	
20		
1.08		
	77	
46.67		
47.35		
At Long Wharf/Sargent Drs. Int.		
279		
	1.05	
93		
1.13		
	78	
47.36		
48.06		
At I-91/ RT 34 Interchange		
365		
	1.72	
87		
1.3		

	79	
48.07		
48.5		
Bet Exits 48 + 49		
125		
	2.01	
32		
1.58		
	80	
48.51		
48.83		
At Stiles St. Interchange		
85		
	0.71	
23		
0.58		
	81	
48.84		
50.43		
At U.S. RT 1 & RT 337 Interchange		
414		
	1.08	
109		
0.94		

East Haven

82

50.44

50.52

Bet U.S. 1 & RT 100 Interchanges

12

1.06

2

0.44

83

50.53

50.88

At RT 100 (No. High St.)Interchange

66

0.72

22

0.73

84

50.89

51.95

Bet RT 100 & SR 794 Interchanges

121

1.24

31

1.01	
<i>Branford</i>	
	85
51.96	
52.28	
At SR 794 Interchange	
40	
	0.48
12	
0.43	
	86
52.29	
52.93	
Bet SR 794 & SR 740 Interchanges	
93	
	1.67
21	
1.13	
	87
52.94	
53.54	
At SR 740 (Cedar St.) Interchange	
104	
	0.8

35	
0.83	
	88
53.55	
54.74	
Bet SR 740 & U.S. 1 Interchanges	
38	
	0.38
14	
0.46	
	89
54.75	
55.63	
At U.S. 1 (E. Main St.) Interchange	
93	
	0.5
28	
0.47	
	90
55.64	
55.83	
Bet U.S. 1 & Leetes Isl. Rd. Ints.	
5	
	0.26

1	
0.15	
	91
55.84	
56.25	
At Leetes Island Rd. Inter-U CN	
49	
	0.59
19	
0.68	
	92
56.26	
56.55	
At Leetes Island Rd. & U.S. 1 Int.	
71	
	1.16
23	
1.1	
	93
56.56	
58.95	
Bet Leetes Island Rd. & U.S. 1 Ints.	
74	
	0.58

16

0.43

Guilford

94

58.96

59.72

At U.S. 1 (Boston Post Rd.) Int.

84

0.77

17

0.56

95

59.73

59.85

Bet U.S. 1 & RT 77 Interchanges

5

0.49

0

0

96

59.86

60.56

At RT 77 (Church St.) Interchange

53

	0.55	
12		
0.45		
	97	
60.57		
60.98		
Bet RT 77 & SR 718 Interchanges		
17		
	0.65	
4		
0.49		
	98	
60.99		
61.88		
At SR 718 (Goose La.) Interchange		
68		
	0.57	
18		
0.55		
	99	
61.89		
63.48		
Bet SR 718 & Mungertown Rd. Ints.		
35		

	0.45	
12		
0.52		
Madison		
	100	
63.49		
63.93		
At Mungertown Rd. Interchange		
23		
	0.35	
6		
0.32		
	101	
63.94		
64.35		
Bet Mungertown Rd. & RT 79 Ints.		
27		
	1.03	
4		
0.46		
	102	
64.36		
65.16		
At RT 79 (Durham Rd.) Interchange		

81	
	0.77
17	
0.58	
	103
65.17	
66.08	
Bet RT 79 & SR 450 Interchanges	
72	
	1.51
10	
0.7	
	104
66.09	
66.71	
At SR 450 (Hamonasset Conn.) Int.	
76	
	0.94
13	
0.56	
	105
66.72	
66.8	
At SR 450 (Hamonasset Conn.) Int.	

9	
	0.52
5	
0.77	
Clinton	
	106
66.81	
68.19	
Bet SR 450 & RT 81 Interchanges	
33	
	0.49
7	
0.34	
	107
68.2	
68.91	
At RT 81(Killingworth Tpke.) Int.	
95	
	0.84
26	
0.71	
	108
68.92	
70.45	

Bet RT 81 & RT 145 Interchanges		
60		
	0.68	
17		
0.61		
Westbrook		
	109	
70.46		
71.1		
At RT 145 (Horse Hill Rd.) Int.		
63		
	0.79	
14		
0.62		
	110	
71.11		
72.79		
Bet RT 145 & RT 153 Interchanges		
70		
	0.9	
16		
0.69		
	111	
72.8		

73.43	
At RT 153 (Essex Rd.) Interchange	
63	
	0.83
16	
0.73	
	112
73.44	
74	
Bet RT 153 & RT 166 Interchanges	
19	
	0.27
5	
0.25	
	113
74.01	
74.81	
At RT 166 (Spencer Plain Rd.) Int.	
73	
	0.79
10	
0.38	
Old Saybrook	
	114

74.82	
75.88	
Bet RT 166 & Elm St. (Exit 67) Ints.	
42	
	0.89
13	
0.89	
	115
75.89	
76.24	
At Elm St. Interchange (Exit 67)	
20	
	0.43
4	
0.28	
	116
76.25	
76.44	
Bet Exit 67 & RT 154 Interchanges	
8	
	0.61
3	
0.69	
	117

76.45	
76.95	
At RT 154 (Middlesex Tpke.) Int.	
47	
	0.77
6	
0.33	
	118
76.96	
77.58	
Bet RT 154 & U.S. 1/SR 628 Ints.	
15	
	0.52
3	
0.34	
	119
77.59	
77.82	
At U.S. 1/SR 628 Interchange	
11	
	0.35
4	
0.42	
	120

77.83	
78.58	
At RT 9 Interchange (Exit 69)	
51	
	0.51
7	
0.25	
	121
78.59	
78.75	
Bet Exits 69 & 70	
13	
	0.95
1	
0.21	
Old Lyme	
	122
78.76	
79.06	
At U.S. 1 & RT 156 (Shore Rd.) Int.	
23	
	0.49
2	
0.14	

	123	
79.07		
79.86		
Bet RT 156 & U.S. 1 Interchanges		
34		
	0.79	
9		
0.68		
	124	
79.87		
80.2		
At U.S. 1 (Bo. Post Rd./Lyme St.) Int.		
43		
	0.84	
8		
0.54		
	125	
80.21		
83.19		
Bet U.S. 1 & Exit 71 Interchanges		
135		
	0.95	
20		
0.49		

	126	
83.2		
83.7		
At Four Mile River Rd. Int. (Exit71)		
65		
	0.89	
11		
0.52		
East Lyme		
	127	
83.71		
84.28		
At SSR 449 (Rocky Neck Conn.) Int.		
65		
	0.62	
16		
0.46		
	128	
84.29		
85.26		
Bet SSR 449 & Society Rd. Ints.		
43		
	0.65	
6		

0.27	
	129
85.27	
86.26	
At Society Rd. (Exit 73) Int.	
74	
	0.42
12	
0.21	
	130
86.27	
86.94	
Bet Exit 73 & RT 161 Interchanges	
33	
	0.67
6	
0.37	
	131
86.95	
87.52	
At RT 161 Flanders Rd.) Interchange	
88	
	0.81
12	

0.34	
	132
87.53	
88.32	
At U.S. 1(Boston Post Rd.) Int.	
86	
	0.55
21	
0.42	
	133
88.33	
88.68	
At I-395 (Conn Turnpike) Interchange	
28	
	0.39
8	
0.33	
Waterford	
	134
88.69	
89.38	
At Oil Mill Rd. &Parkway N/S Int.	
33	
	0.29

6	
0.17	
	135
89.39	
89.77	
Bet Parkway N/S & Cross Rd. Ints.	
11	
	0.4
2	
0.22	
	136
89.78	
90.16	
At Cross Rd. & Parkway N/S Int.	
19	
	0.29
7	
0.31	
	137
90.17	
90.63	
Bet Parkways N/S Interchanges	
15	
	0.49

3	
0.3	
	138
90.64	
91.01	
At Parkway N/S Interchange	
27	
	0.41
4	
0.18	
	139
91.02	
91.43	
Bet Parkway N/S & RT 85 Ints.	
20	
	0.64
5	
0.48	
	140
91.44	
92.08	
At RT 85 (Broad St.) Int. (Exit 82)	
103	
	0.91

32	
0.87	
	141
92.09	
92.8	
At Vauxhall St. & SRs 623/624 Int	
64	
	0.49
13	
0.31	
New London	
	142
92.81	
92.93	
Bet SRs 623/624 & U.S. 1/636 Ints.	
7	
	0.56
1	
0.23	
	143
92.94	
93.89	
At U.S. 1/RT 32/SR 636/623 Int.	
89	

	0.42	
26		
0.39		
	144	
93.9		
94.47		
Bet Exits 84 & 85		
90		
	1.22	
23		
0.96		
Groton		
	145	
94.48		
95.59		
At U.S. 1/RTs 12 & 184 Interchange		
86		
	0.34	
22		
0.28		
	146	
95.6		
96.35		
At U.S. 1/SRs 649 & 900 Interchange		

92	
	0.67
16	
0.36	
	147
96.36	
97.15	
Bet U.S. 1 & RT 117 Interchanges	
23	
	0.35
8	
0.39	
	148
97.16	
97.98	
At RT 117 (North Rd.) Interchange	
79	
	0.49
17	
0.33	
	149
97.99	
99.73	
Bet RT 117 & SR 614 Interchanges	

83	
	0.69
15	
0.41	
	150
99.74	
100.46	
At SR 614(Allyn & Mystic Sts.) Int.	
82	
	0.62
13	
0.31	
	151
100.47	
100.92	
Bet SR 614 & RT 27 Interchanges	
12	
	0.34
3	
0.26	
Stonington	
	152
100.93	
101.73	

At RT 27 (Greenmanville Rd.) Int.	
89	
	0.72
19	
0.47	
	153
101.74	
101.85	
Bet Exit 90 & R-U Change	
6	
	0.6
0	
0	
	153
101.86	
103.86	
Bet R-U Change & Exit 91	
55	
	0.66
14	
0.57	
	155
103.87	
104.7	

At RT 234 (Pequot Trail) Interchange	
82	
	0.94
21	
0.86	
	156
104.71	
107.41	
Bet RT 234/RT 2 & SR617 Ints.	
85	
	0.91
19	
0.72	
	157
107.42	
107.8	
At RT 2 & SR 617 Int. (Exit 92)	
40	
	1.13
17	
1.59	
North Stonington	
	158
107.81	

108.64	
Bet RT 2 & RT 49 Interchanges	
29	
	1.32
10	
1.41	
	159
108.65	
109.02	
At RT 49 Interchange	
25	
	0.86
3	
0.34	
	160
109.03	
111.01	
Bet RT 49 & RT 216 Interchanges	
42	
	0.79
10	
0.64	
	161
111.02	

111.57	
At RT 216 Interchange & CT-RI S.L.	
44	
	1.06
10	
0.81	

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